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ALEXANDRA BUILDINGS,

Hongkong, 9th September, 1907.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

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ACKNOWLEDGEMENT.

Mrs. W. Ramsay and Family desire to thank the many friends who have shown sympathy with them in their recent bereavement.

[1401]

[1402]

On August 28th, at Langchow, JEAN H. H. FOUQUERAT, Acting Commissioner of Customs, aged 56 years. Deeply regretted.

[1403]

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 12th, 1907.

AN esteemed contemporary has succeeded in deeply interesting us with its "philosophy of squeeze," approaching the subject from an entirely different point of view to that we recently adopted. It holds up in one hand the conspicuous civility and dignity of the Chinese, and in the other their alleged cupidity and mendacity. Having invited us to look on this picture, and then on that, our contemporary puts the poser, "Is Chinese dignity a sham?" and "If it is not, how can it square with Chinese avarice?" It is a quaint situation to conjure up, and to guard as far as we can against misrepresenting our contemporary's presentation of the problem, we may give some of its own words. "Now we must either admit," it says, "that Chinese dignity is, as a matter of fact, nothing more than a sham, or we must show that it is independent of its attitude towards money."

In conclusion, it decides that Chinese dishonesty is irrelevant to Chinese dignity, with these words, "There is no real antagonism between Chinese dignity and Chinese 'squeeze' because, however much we may regret it, there is no connection whatever between the two." There is no mathematical device for which we have such

unfeigned affection as the process of discovering the least or lowest common multiple. It is the only principle of arithmetic for which we could ever summon up any admiration; the only branch of the science of numbers whose reason and justice ever pierced our dislike of figures and figuring. We love it because it is one way of making sums easier. The process appeals to us in other things. Where possible we like to reduce everything to its simplest terms. When our contemporary talks about the irrelevance of honesty,

remarking that "since the expediency of honesty is only to be estimated by the strengthening influences it exercises upon similar conceptions, it is not included in the morality of Chinese life, and we are presented with yet another paradox, that the Chinese can be dishonest without being undignified, simply because his dignity cannot be held to be in any way connected with a conception of which his practical life knows nothing," we confess to being in some mental haze; we years for a simplification of multiples. Can a dignified Chinaman squeeze? If that is the question, we could answer it straight off. Can a Chinese squeeze with dignity? That also assumes no formidability. We at once recall the imperturbable dignity of the "boy" who, on its being conclusively demonstrated that the amah could not have had access to the decanter from which the sherry had wandered, shook his head and expressed his regretful fear that amahs as a class were not to be trusted. Also that other who accounted for some missing crème de menthe by suggesting that the cook had put it in the soup, and on being warned against falsehood, declared earnestly that "apogum Chinaman talkee lie, he fall down dead chop-chop." What, again, can surpass the dignity of the tradesman who, in ignorance of the fact that you can read the price-mark, overcharges you twenty or thirty per cent, and smilelessly and unwinkingly hands you the balance of your change when you point out his perfidy? Certainly, if that be the question, dignity and squeeze present no entanglement. Who said they did? Let us hark back a little. Our contemporary enlarges on the Chinese dread of "losing face." "Personal dignity must never be compromised, and the stage of life must always be trodden with a proud front, a dignified bearing and a perpetual calm." Yet this does not interfere with their "passion for money." Why should it? Why should it interfere with any of their predilections nor germinate? The dignity of Mr. WACKFORD SQUEEZE was not impaired by the rest of his behaviour. Mr. DOMEY, senior, maintained his while guilty of numerous little-nesses; and the indubitable dignity of that architect and landsurveyor of Salisbury, Mr. PICKENIFF, has passed into a proverb. When we read that "the practice of 'squeeze,' with all the dishonesty it entails, reveals the Chinese in anything but a dignified attitude," we begin to realize that there may be more than one conception of dignity. We begin to suspect that the curious problem suggested itself to our contemporary through a momentary confusion of dignity (as we define it) with honour. Honour may intrinsically belong to a man, or it may be conferred upon him, but essentially, and strictly speaking, it should be the intrinsic quality of a man of honour. Dignity, in its derivation, would be almost synonymous, but in practice and in fact it is something altogether different. It is extrinsic, assumed. A dishonourable person may be eminently dignified, and a very dignified person may be exceedingly dishonourable. Hence the perplexity of our contemporary. If a plebiscite were to be taken as to what is generally understood by dignity, we feel sure it would come out as a mere appearance, a seeming, an aspect. A man may seem or appear that which he is, or that which he is not. Honour, however, is something that is, something inside. A man of honour may not always seem such; he is not concerned to show it. A man's honour is something for his own conscience to approve; his dignity is ostensible, something for the approval of beholders, of outsiders. That is why we do not apotheosize dignity. We do not value it. We have no use for it. It is too cheap. A man of honour may at times be undignified. If he has any sense of honour, he won't mind that. The man whose only asset is this kind of dignity, however, is exceedingly discomfited by any lapse. Imagine a caller catching a mandarin playing 'bear' in his nursery! How the mandarin would 'lose face.' Yet what sort of a man is he who would feel ashamed of such innocent conduct intended to give pleasure to the young? The foreigner who prances about his bedroom of a morning, snarling at his

wife over a missing shirt button, is not ashamed of his undignified behaviour. But outside, in public, he will wink at almost any offence or insult rather than "make a scene." That is dignity, as popularly understood. In a previous article on Chinese etiquette, and foreign too, we tried to show how similarly hollow it was, and is. The compensating beauty of the arrangement is that the dignity of such persons is their Samson's hair, their tendon Achilles' their vulnerable point. It is at once their armour and the most easily penetrated joint of it. The man who fears to "lose face" is at the mercy of any one who does not care about this pretentious and shoddy attribute. Our contemporary evidently does not recognise the popular conception of it, however. It is, thinking of honour. "Most of us," it says, meaning foreigners, "have conceptions which we would hesitate to sacrifice for any monetary reward, however large." Honesty, in fact, is the main basis upon which the personal dignity of the European rests, and when a European loses his sense of honesty, the rest of his fellow says that he has lost all sense of personal dignity. That comment is certainly new to us. We never dreamed of making it, and we never heard it made. In all seriousness, does it not depend upon the extent of the dishonesty? Let us consider what people think, not what they may pretend to think. Does the public regard JOHN WILLIAM STAGE, who gets a mouth for coal stealing, and JABEZ BALFOUR, who misappropriates many thousands of pounds, through the same eyes? Suggest the idea of "dignity" to them: would they not, while denying it to the petty thief, hesitate in the case of the bigger rascal? Why, recently, when an officer of the British army was charged with misappropriating trust money, and his lawyer said it would all be returned, did not the magistrate, in dismissing him, say he had only himself to blame for his undignified position? What would the same magistrate have said of a mere clerk embezzling the petty cash of his employer? Surely nothing about dignity. As we read further, we find that our contemporary does admit that certain dignity—Chinese dignity—is meaningless, an "elaborate and grotesque attempt to keep up appearances." Quite right; but there is absolutely no warrant for suggesting that foreign dignity is anything better. Our code of honour in commercial ethics is higher, let us say, but it follows that our lapses from it are correspondingly more unworthy. Much Chinese "squeeze," as we have previously argued, while dishonest to us, appears to them merely sharp practice. If it fails, they do not lose face. The failure does not touch their dignity. Their attitude toward it is "better luck next time." But the dignity of foreign wrong-doers is no better. If their lapses can be hushed up, "kept out of the papers," their dignity remains unimpaired. Our contemporary goes on:

Professor Giles has made the paradoxical but penetrating assertion that, while the Chinese are a nation of liars, they are not a nation of thieves, and this statement furnishes a key to the difficulty with which we are dealing. For if we examine the character of Chinese morality we shall see how it is that while in Europe the one propensity is generally held to be inseparable from the other, in China there is no necessary connection between them; and we shall arrive, too, at an explanation of the Chinese attitude towards life. To venture to sum up a somewhat big question in few words, we may say that Chinese morality is retrospective, basing itself for practical purposes upon the worship of ancestors, whereas European morality is prospective, and its touchstone is the welfare of descendants. Where Confucius would judge a man's actions by the test of conservatism, Kant would judge them by that of universality; and the Chinese morality reaches out towards the past, while European morality reaches out towards the future. From this point of view European morality gradually becomes dominated by absolute conceptions, but Chinese morality always remains dominated by those which are relative, until expediency becomes the lodestar to the life of a Chinaman. He cannot there, because there is a dangerous disregard for property and there is a pernicious contempt for antiquity; but he can lie because truth is one of those absolute conceptions with which he is not called upon to deal.

With all proper respect, and perhaps with some loss of dignity, we feel compelled to retort "fudge." European morality does reach out to the ideal, but only to frame it and hang it on the wall. Why, for hundreds of years we have been teaching our budding Samurai that honesty is the best policy. Not the highest ideal, but the most expedient method. Even our contemporary, in its remark that the one propensity [? honesty or dignity] is held to be inseparable from the other, appears content with the thought that honesty is more dignified than dishonesty. At bottom, both honour and morals are everywhere matters of utility; utilitarianism is their universal essence. Honour, now all too rare, even in Europe, or too often falsely based, is the arbitrary code of a small community, of a group, of a family, or of a class. Morality is the arbitrary code of a bigger community, derived from communal necessity, and imperfectly expressed in its

laws. What is perfectly moral in the Arctic circle may be immoral in the tropics. The moral Inuit gives enthusiasm to his feeble and useless grandparents: the moral European protects and nurtures all his diseased and crippled neighbours: the moral and dignified Chinaman squeezes you a few dollars: the moral European tradesman would blush to charge you more than an article is worth. But if our contemporary can point to any place in the wide world where expediency, "the lodestar of a Chinaman," does not generally over-ride ethical "absolute conceptions," we hope it will do so. We shall hasten to look-see in Europe, where it seems to think expediency does not count, we have heard of Morgantau innkeepers (in other circles called bigamy and most immoral), of dignified magistrates just back from the Derby finishing working men and bookmakers for transferring shillings in the way they transferred sovereigns; of Christian employers getting rid of servants too old to work, of guinea-pig directors of public companies, and of numerous other things where, if it be a "reaching out towards the ideal," we can only conclude there has been over-reaching. This loose way of lumping whole peoples, of prating of "Japanese commercial improbity," of European impeccability, of Scottish "nearness," of French hysteria, of Asiatic barbarity, of John Bull's courage, and so forth, is the cause of these tiresome arguments. One would think there never was an honourable Japanese, a European rogue, an open-handed Caledonian, a sober Frenchman, a gentle, peaceful Asiatic scholar, or a British coward. The phrases are handy and useful sometimes, we may as well admit, but as reasonable beings we must guard against letting such a phrase as "American hustle" persuade us there are no lazy, shiftless Americans. Professor GILES, when or if he said that the Chinese are a nation of liars, but not thieves, is not to be credited with a "penetrating assertion." It was merely a humorous impertinence.

Bishop Oldham illustrates that "fine power of intellectual discrimination and characterization" for which he has become distinguished in saying: Japan is the brains, China the hands, and India the heart of Asia, says an American paper.

A telegram from Tarytown, New York, states that the police there recently tried a novel method of stopping furious driving by motorists. They adopted the expedient of stretching a thick rope across the road, when a car came into view, with the result that a 1,000 dollar automobile was overturned and completely ruined, and its occupants, two of whom were women, were seriously injured. The owner has brought an action to recover the value of his wrecked car from the police authorities.

The business men of the mining city of Butte, Montana, will henceforth have no doubt of the superiority of newspapers to bill-posting stations as advertising mediums. Owing to a strike of printers, the local newspapers recently suspended publication for several weeks. Meanwhile, the business done fell off considerably, in some cases no less than 50 per cent, the theatres being the greatest sufferers. The loss is attributed by the advertisers themselves to their having to depend upon the "bill-boards" for announcing what they had to offer to the public.

In their attack on the police station at Yonju the Korean insurgents butchered two Japanese women and a child. Such deeds put them beyond the pale of all sympathy. It appears that two or three bands of insurgents contemplated a movement against Seoul. On the whole that would not be an unwelcome feature, since it would tend to the speedy quelling of the disturbance. It is alleged that a number of the fugitive soldiers are still lying hid in the capital, and that they are receiving assistance from certain foreigners by whose aid they have been enabled to obtain machinery for striking nickel coins with which they propose to defray what they call their military expenses.

Some Colombo fishermen, who went out to sea the other night, hooked a very large skate, which they were unable to pull ashore till early the next morning. The men went word by word to another boat, and two boats at once went to their assistance. The three boats managed to pull the skate close to the shore. The current, however, was so strong and the fish so heavy that they were unable, in spite of their combined efforts, to get it ashore. Two additional boats then went to assist them, and eventually the five boats hauled the gigantic skate ashore. It was two feet thick in the centre, and sold for seventy odd rupees. It would be interesting to know the size of the biggest skate caught off the Ceylon coast.

The Coastal Navigation Department of the O.S.K. has been investigating the causes of the constant accidents to steamers. Out of the total of 1,549 Japanese steamers, there are 1,208, which are of less than 1,000 tons, and most of these are engaged on coastal services. It is consequently concluded that the accidents are mainly attributable to the number of steamers plying along coasts where navigation is difficult, but it is held that in part the officers and crews of the vessels are to blame. The Kaisha has, therefore, framed new regulations and given instructions for their careful observance. The main points are that the superior officers are always to be in charge during navigation, and that on dark nights or in misty weather the vessels are to slow down and sound their sirens more frequently than in the past.

The vote imposed by the Chinese Government upon the export of cereals from the leased territory of Kwantung is said to have been inspired by ex-Governor Chou. Its effect has been disastrous to persons engaged in the despatch of millet and beans from Tairen, and incidentally the South Manchurian Railway finds its goods traffic appreciably reduced. The *Jiji Shimpu* has an article on this subject. It takes the lines that if China insists upon this vote, she will be practically surrendering the leased territory to Japan as a permanent possession, and such procedure is strikingly inconsistent not only with the attempts she has hitherto made to assert her sovereign power in the leased territory, but also with the rights, recovery policy which she so persistently pursues. Japan holds Kwantung under lease from the Chinese Government. Thus the right of eminent domain plainly is vested in China, and to allege that the Liaotung Peninsula, in spite of this lease, is no longer Chinese territory but belongs to a foreign State, is a plainly impossible position.

It is stated that the Chinese students in Japan are decreasing in number. This is attributed by a certain Chinese resident in Tokyo to the attitude taken by the Chinese Government, which is endeavouring to put a check on more of these students coming to this country, and also to the attitude adopted by the Japanese schools toward the Chinese students. This authority points out that the Government schools show a tendency to regard the Chinese students studying there as a burden, while the private schools are excessively eager to obtain money from them, and if not endeavouring to extort money, are invariably working for the interests of Japan only, entirely ignoring the interests of China. For this reason few of the students have any feelings of gratitude towards the Japanese, even after many years' study in Japan. On the contrary they have only apathy for the Japanese. It is these students, who, on their return to China, strongly advance anti-Japanese principles in the Chinese Government. At the first sight, the matter would seem trivial, concludes this authority, but in reality it is not so. These students are all to occupy responsible seats in the Government in future, and if the present attitude of the Japanese schools towards them is not rectified Japanese will be placed in a disadvantageous position in her diplomatic relations with China.

THE DES VŒUX ROAD MURDER.
ONE MAN EXECUTED.
Yesterday morning one of the three men sentenced to death for the murder of a foreman in Messrs. Watson's Aerated Water Factory was hanged at Victoria Gaol. As usual nothing was learned of the offence until after it had taken place, the announcement of the death inquiry for yesterday afternoon being the first intimation that the sentence had been carried out.

In the afternoon Mr. F. A. Haselund conducted an inquiry touching the death of Tam Pin alias Tam Tak, and Messrs. J. A. Tarrant, D. L. Gabbay and J. W. Sloyer composed the jury. Mr. E. J. Pierpont, chief warder, said that deceased was received into Victoria Gaol under sentence of death on August 20th. The sentence was carried out at two minutes past five yesterday morning in presence of the Assistant Superintendent of the Gaol (Mr. R. J. Craig), Dr. Moore, witnesses, and the usual escort. Witnesses produced the warrant for the execution. Dr. Moore, medical officer in charge of Victoria Gaol, who was present at the execution, stated that death was instantaneous. He made a post mortem examination of the body and found that death was caused by dislocation of the neck.

The jury found that death was due to dislocation of the neck in the due course of law. It is apparent that as only one man has been executed, the death sentence passed upon the other two has been commuted.

"PRINZ SIGISMUND" IN A TYPHOON.
Although Hongkong has not been visited by a typhoon recently, it was generally known that several had been in the China Sea. Yesterday the Norddeutscher Lloyd steamer *Prinz Sigismund* arrived here from Nagasaki. Before leaving the northern port inquiries were made respecting typhoons but nothing more serious than rain and westerly wind was reported. However that night a terrific storm blew, and by next day those on board found that a typhoon was blowing. The vessel was hope to from 2 a.m. till 5 p.m., after which the wind abated and the steamer was able to resume the voyage.CORRESPONDENCE.
SHELLEY STREET.
[TO THE EDITOR OF THE "DAILY PRESS"].
Sir,—Numerous accidents have occurred in Shelley Street, owing to the disgraceful nature of its surface. Some of them have had serious consequences. The stony path from the Club Lusitano up to Caine Road might be graded and concreted, and something should be done to the part from Caine Road to Mosque Street by the provision of more steps, say. A recent painful experience of my own added to the many other falls I know of, prompts this letter, in the hope that our worthy D. P. W. will see what he can do for us.—Yours truly,
AMBULANTE.LATEST STEAMER MOVEMENTS.
The Ben Line steamer *Denmark* from London left Singapore yesterday for this port.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE].

ARMY AIRSHIPS.

LONDON, September 11th.

The military airship is pronounced a complete success.

THE S.S. "LUSITANIA."

LONDON, September 11th.

The s.s. *Lusitania* on her first day's run accomplished 556 knots, that was in foggy weather.

THE LABOUR TROUBLES IN VANCOUVER.

LONDON, September 10th.

All the Chinese and Japanese workmen in Vancouver have struck work and are arming and patrolling the streets.

Irish labour leaders commenced the trouble, and feeling has become intense.

LATER.

The Canadian Press unanimously condemn the anti-Asiatic riots.

[REUTERS'S SERVICE.]

THE JAPANESE CRUISERS AT TRIESTE.

LONDON, September 9th.

Festivities in honour of the Japanese cruisers continue at Trieste.

LAUNCH OF A RUSSIAN BATTLESHIP.

LONDON, September 9th.

The battleship *Imperator Paul*, 17,600 tons, was launched at St. Petersburg on Saturday.

ORIENTALS IN BRITISH COLUMBIA.

LONDON, September 9th.

The *Tribune* reports that following on the refusal of the Lieutenant Governor to sign an Oriental Exclusion measure, a mob wrecked the Japanese and Chinese quarters in Vancouver. In one district, the Japanese, armed with knives and sticks, drove off the rioters injuring twelve of them; one Japanese was fatally wounded. The mob also attacked 400 Japanese who were just landing and threw some of them in the water, who were rescued with difficulty.

THE LEGER.

LONDON, September 9th.

Probable starters. All Black, Woolinder, Roi Herode, Altitude Acclaim, Hymettus, Glass Doll, Batinglass, Bezonian, Sequin, Loamedia, Dusty Miller, Larig, Weathercock, and Stickup.

SHANGHAI RUBBER CO.

The Statutory General Meeting of Shareholders in the Dominion Rubber Co., Ltd. was held at Shanghai on Sept. 3rd. Mr. J. C. Hanson, Chairman of the Company, presided, and there were present:—Messrs. A. McLeod, E. O. Cumming (Directors), J. E. Bingham, C. E. Ellis, J. A. Wattie, Chua Kan-ohow and E. F. Bateman (Secretary), representing 9045 shares.

The Chairman said:—Gentlemen, there is no business to be done and this meeting is merely called to comply with the Hongkong Ordinances, which require that a statutory meeting be held within four months after the time a company has been incorporated. But I may mention, for the information of the shareholders, that everything seems to be going on satisfactorily. All the shares were taken up, the purchase money has been paid over, and we have got from the Government a grant of the Haudra Estate, by which we obtain, I am glad to say, an area of 624 acres instead of the 350 acres mentioned in the prospectus, and we hope to get the Dominion Estate very shortly. As regards all grants from the Government, as the staff is insufficient there is delay in the grants being issued; but everything, we are assured, is quite in order and our grant will be issued in another month. With regard to finance, it was one of the conditions that we should pay for the working of the estate from the beginning of the year, and we have now got the accounts of the expenses, which come to \$8,530. I had hoped to have a more detailed report of the conditions on the estate, but our agents at Ipoh, Messrs. Ayres and Garland write that the gentleman who should make up this report is unfortunately ill. Apparently the position is this: 214 acres have one year rubber-trees on them, and another 200 acres have been felled and are now in course of being planted with rubber; and our agent suggests that another 200 acres be opened up early next year as soon as the season for felling trees begins. We estimate the funds we have in hand will be sufficient to carry us on till March, and that there will be no necessity for a further call till March next year. Mr. Ede having to leave Shanghai for Hongkong, retired from the Directorate and we have been fortunate enough to get Mr. Hogg to take his place as Director. I hope to take a run home early next year, and if I get away soon enough I shall intend to pay a good visit to the Siam Estate and to this Estate also, as it is important that someone in connection with the Company should see for himself how things are going on.

On the conclusion of the Chairman's observations the meeting dissolved.

SUPREME COURT.

Wednesday, 11th September.

IN SUMMARY JURISDICTION.

Before Mr. A. G. WISE (PHEASANT JUDGE).

"A NOTORIOUS LITIGANT."

Chan Shum sued Chan Kin to recover the sum of \$180, being principal and interest due on money lent on September 19th, 1905. Mr. P. W. Goldring (of Messrs. Goldring and Barlow) appeared for the plaintiff, while the defendant appeared in person.

Plaintiff said he was a trader at 48, Central Market. He lent the defendant \$200 for which he received a signed document. The loan was to bear interest at the rate of two per cent. per month. Witness received \$30 on account of principal and \$20 on account of interest on March 16th, 1906, and on July 7th of the same year he received \$45 on account of principal and \$30 on account of interest.

His Lordship—What has the defendant to say?

Defendant—That is what the plaintiff says, but I have something to say if your Lordship will allow me.

His Lordship—That's all right. Do you want to ask the plaintiff any questions?

Defendant—Yes, (to plaintiff)—In November 1905 was I not a partner with you in a pork business at 61, Yau-mat?—No.

I can prove this by other partners. Was not Chan Wo a partner, and did we not put in a capital of \$500 altogether?—No.

Did not the Registrar-General take back our licence in May last year?—I don't know.

Mr. Goldring—If your Lordship recollects, this man previously admitted owing a certain amount.

His Lordship (to defendant)—What do you owe altogether?—\$49.80.

And why haven't you paid him before?—He did not ask me for it.

He says he has?—I don't know about it.

Did you borrow \$200 from him once?—Yes, but I paid \$50, and that left \$150 for interest to run on.

Did you sign the note produced?—Yes.

Well, how are you going to get behind it now?—I have something more to tell your Lordship. I owed him money and he took over my business for \$60.

I don't care what he did; did you sign that document?—I did.

Very well, kindly tell me why you don't pay up?—I separated.

Never mind that. Have you receipts for any payments?—Yes.

Defendant here produced a paper which he said he received on his last payment, and remarked that plaintiff said he was willing to reduce principal and interest.

His Lordship—That is not a receipt?—It is a stamped document.

What is it for?—\$58.

Mr. Goldring—That is what we admit having received.

His Lordship (to defendant)—How much did you owe him when he gave you a receipt for \$58?—\$90.

Why should he let you off the debt altogether on payment of so small a sum?—Because he knew I was out of work.

His Lordship—Oh! There is much brotherly love among the Chinese. Judgment and costs for plaintiff.

Mr. Goldring—I would ask your Lordship for immediate execution. This man is one of the most notorious litigants in the Colony.

His Lordship—Yes, I know him. The application is granted.

CRICKET.

KOWLOON C.C. v. H.M.S. "FLORA."

On the King's Park ground on Saturday next at 2.15 the following will represent Kowloon against the sailors: W. Dixon, S. Lightfoot, A. E. Fowler, F. Day, C. Liband, J. Robinson, D. McKenna, J. Clelland, S. Green, H. Stevens, and J. H. Mead, Umpire: Mr. Goldsmith.

WATER RETURN.

Level and storage of water in reservoirs on the 1st September:

LEVEL.	1906.	1907.
Ty-tam	Below overflow. 15 ft. 14 in.	Above overflow. 0 ft. 0 in.
By-wash	Below overflow. 26 ft. 0 in.	Above overflow. 0 ft. 0 in.
Pok-fu-lam	Below overflow. 7 ft. 8 in.	Above overflow. 0 ft. 13 in.
Wong-nai-chong	Below overflow. 15 ft. 14 in.	Above overflow. 0 ft. 5 in.

STORAGE GALLONS.	1906.	1907.
Ty-tam	268,660,000	384,800,000
By-wash	442,000	19,748,000
Pok-fu-lam	49,560,000	86,400,000
Wong-nai-chong	13,627,000	25,812,000

Total 331,689,000 560,360,000

CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF AUGUST.

CONSUMPTION.	1906.	1907.
Consumption 130,004,000 144,998,000 gallons		
Estimated population 234,500 205,410		
Consumption per head per day 17.9 22.7 gallons		

CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF AUGUST.

CONSUMPTION.	1906.	1907.
Consumption 16,955,000 21,845,000 gallons		
Estimated population 89,600 79,300		
Consumption per head per day 6.8 8.8 gallons		

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

FRENCH STREET MURDER.

The hearing of the charge of murder against the two men, Kwok Chiu and Tso On, was continued at the Magistrate's yesterday before Mr. F. A. Hazeland. They were charged with the murder of Lam Tsoi, a carpenter, who resided at 253, Des Vaux Road, on 27th August, in French Street, West Point. Inspector Collett prosecuted.

Serjt. Gordon stated that on August 27th he was on duty near the junction of French Street and Queen's Road West, and hearing a noise in French Street, proceeded in that direction and came upon the body of the deceased. He was dead. A stream of blood was running from the body. On examination, witness noticed six stab wounds in the back of the deceased, and one stab wound in the right eye. Next day he was present at the mortuary when the body was identified as that of Lam Tsoi. The defendants were arrested in a house at West Point. The first defendant was sitting on a bed and a Chinese constable pulled the second defendant from underneath the bed. Witness afterwards searched the room and found the knife produced in a mat bag hanging on the wall. When arrested, the first defendant had a stab wound on the back of his left hand. The nineteen sticks produced were found underneath the bed, another stick which was submitted to the Government Analyst being found in the bag.

A blacksmith said he knew the two defendants. He was aware that a quarrel had arisen between the club of which deceased was a member and that of which the accused were members. On the 27th August, about 10 p.m., witness saw the deceased in the company of several men. They walked about for half an hour, and when they were coming back along Queen's Road deceased was in front at the junction of Queen's Road and Water Street. Somebody in another company of men called out. This crowd stopped and several of the men who composed it attacked the deceased, who with witness ran off. When they got to the junction of French Street and Queen's Road witness saw a man stab deceased, who gave a cry and fell to the ground. The first defendant was the man who stabbed the deceased. Witness continued to run and on looking over his shoulder saw he was being pursued by the second defendant.

Other witnesses were called who gave corroborative evidence, and the case was adjourned.

THE DUMB BELL ISLAND MURDER.

The fisherman To Hing Chun from Lantau Island who with his wife were charged with the murder of Man Yuk Fat at Pak Ngen Heung on August 25th were yesterday committed for trial by Mr. Melbourne.

Mr. F. Browne, Government Analyst, gave evidence to the effect that the jacket produced had a number of bloodstains.

Mr. Goldsmith, assistant engineer, in the P.W.D., submitted a plan showing the house at which the murder was committed.

A Chinese constable spoke to the second defendant, who had disappeared after the murder, and had returned to her house for rice.

Serjt. Angus deposed to having been in the Police Station at Cheung Chan on the 26th August when the first defendant, To Hing Chun, came in and reported that his house had been robbed the previous night. There were a number of men one of whom rushed at him with a dagger but he struck him down with a bad blow. The four men ran off, leaving the fifth. His wife and he tied the legs of this man. A \$50 note and three \$10 notes were reported to have been stolen. While defendant was making this report deceased's brother appeared at the Station and declared that To Hing Chun had murdered his brother. Witness spoke to the defendant and to discovering the body of the murdered man covered with grass a little distance from defendant's house. In the house he found the two choppers and part of a queue produced.

Defendants reserved their defence, To Hing Chun saying he would call a witness at his trial.

ADSETTS.

We understand that during the last few days witnesses who are to give evidence in connection with the extradition proceedings for the return of Adsett to this Colony have been in attendance at the office of the Crown Solicitor. Their number is said to be between 20 and 30. Adsett, as has been reported, is to be taken to Manila by the U.S.S. Galvego, so, in all probability the *de bene esse* evidence of these witnesses will be forwarded to that city.

TROUBLE IN THE CANTON HINTERLAND.

BATTLE WITH REBELS IMMINENT.

We are indebted to an Occasional Correspondent for the following information, sent under date Sept. 11th.

The officials of Canton have received telegraphic advice of a rising of rebels, abetted by some soldiers, in the Yam-chow district of Kwangtung. The garrison at Tai-chue-hui, commanded by Taotai Wang Hoo, is disaffected.

[Tai-chue-hui is a market town close to the city of Fong-ching.]

On the 3rd inst. they joined forces with a mob of bandits, and looted the markets. They invaded the yamen of Magistrate Sang Chin-yun, and murdered him and his family and servants, to the number of nineteen. Then they marched to Yam-chow and Tung-hing, capturing both cities.

They cut a lot of telegraph wires, but failed to stop all communications.

The telegram received here [Canton] was sent via Pakhoi. His Excellency Woo, the Acting Viceroy, at once sent off two regiments to deal with the rebels.

UNIQUE JOURNALISM.

We are unfeignedly glad that the Peking-Paris motor race is over. With the fullest sympathy with the *Daily Telegraph's* rejoicings over its "scoop," we yet have a sigh of relief now that the paragraphs, exclamations, and apostrophes are to have a rest. Being English, perhaps, we misanderstand that sort of thing; but certainly no Englishman, having accomplished any feat a little beyond the ordinary, would go on like this:—

[It is a parody, by no means strained, of the *Daily Telegraph's* "unique" correspondence.]

Having slept, we arose. Fancy arising in Europe! So different from the Gobi desert. But even there one arises.

We are so accustomed to motoring now that we do it in our dreams.

Is it a journey—or a dream? Perhaps neither.

Nightmare perhaps.

We slept well, not so well as among the Chinese, with their faded odours, but we slept well.

Yet we arose in the morning. It is strange to think how morning succeeds morning. In Siberia it was just the same.

Passing from one country to another, one meets different people. But always we arose in the morning. Sooner or later, who knows, we shall arise in Paris. Paris!

Paris! Where they cannot love without passion.

We got into the motor—the same motor, the very same, that we got into, and out of, at Peking, at Kichka, at Urga, at Vorhainidinsk. When one thinks of it, it is very strange, that it should be the same motor, morning after morning.

And every day the daily telegraph!

I must not speak of those daily telegraphings. I have not the courage. The emotion of the thought is too much.

To Paris!

And the next day we began again. We arose in the morning, and found the same motor.

How many miles have we not covered? I do not know. The Prince does not know. Perhaps Paris will know.

The countries pass like dreams. Soon there will be no more to pass!

No more daily telegrams!!

But now those hours appear to be eternal hours of joy but yet hours of anguish; a subtle, vague, inexpressible anguish which makes us silent and invests us with all the external marks of sadness.

Saturday night.

Paris at last! We are in Paris. Evviva We Us and Company. To-morrow we will arise in the morning, but no more the same motor.

Here one drinks wine. From a glass. One puts one's lips to a glass, and one imbibes. It is done much the same at Irkutsk, at Peking.

But this is Paris. One pinches oneself. Yes, it is I.

The race is over.

I turn to Prince Borghese. The waitress embraces him. Strange. They do not do that in the Gobi desert.

Prince Borghese is dirty, but otherwise a prince. They cheer him, these Parisians, and throw flowers at him.

It is a solemn moment. I wish to weep. I sometimes wished the same in the Gobi desert.

[The rest is quoted verbatim at lib.]

This is a solemn moment. The vibrations of the crowd reach the height of delirium. We remain in our seats, confused, stupefied.

I, sitting on the side near the step, cannot make up my mind to slight.

For a few moments I experience the sensations that all this is a dream, a hallucination. It all seems impossible, absurd. I cannot persuade myself that we have really reached the end. I feel inert, and in a mechanical manner smoke assiduously a cigarette which had gone out long ago.

I turn to Prince Borghese. He still has his hand on the wheel. "Yemou!" they cry from the threshold of the *Matin*. Then I jump to the ground.

A howl of enthusiasm passes like a hurricane. I find myself embraced and kissed, and recognise in the personage who greets me so effusively the solemn hall-porter of the *Matin*, who has not been able to restrain his emotion.

We are dragged inside the palace in the midst of a deafening clamour. A band plays the Italian Royal March. I see again colleagues and friends, and shake their hands without speaking.

I find myself with wreaths of roses on my arms, and do not know how they got there.

The crowd shouts, and its tempestuous roar drowns the music. The people call for "The Prince," and Prince Borghese, pushed on to the balcony, gracefully salutes them, holding in one hand a large bouquet.

Champagne is uncorked, speeches are delivered, and they are photographed with and without flowers, and then, how it happened I know not, but I got quietly away, and had the pleasure of mixing, unknown among the crowd, abandoning Prince Borghese to the pains of popularity.

THE BRITISH CHINA SQUADRON.

MOVEMENTS OF THE SHIPS.

As stated in a recent issue, the British China Squadron is now at Vladivostok. From that port the squadron will visit Korea, Korea, the latter port in September. Then the "King Alfred" will return to Wei-hai-wai, on September 20th, and when the Admiral has paid a visit to Peking and Hankow, will return to Miao Bay, where firing practice is to be carried out on October 20th. The "Kent" on her way down will visit Yokohama and Amoy.

The "Astrea" will escort the destroyer flotilla to Chusan and then return to Wooning, until relieved by the "Pica". The "Monmouth" will carry out exercises at Wei-hai-wai until the "Bedford" arrives from Port Lazareff. The heavy gunboats will be carried out by both vessels, after which they will cruise independently in the Gulf of Pechili, and arrive at Miao Bay by October 20th. The destroyer flotilla will return to Nagasaki, and after parting with the "Astrea" at Chusan will return to Hongkong, calling at the China Treaty Ports en route and subsequently rejoicing the flagship in Miao Bay.—*Japan Chronicle*.

THE SEATTLE CHAMBER OF COMMERCE.

The Tokyo Chamber of Commerce is in receipt of the following reply to its letter to the Seattle Chamber of Commerce:—

July 30, 1907.

To the Tokyo Chamber of Commerce, Osaka Chamber of Commerce, Kyoto Chamber of Commerce, Yokohama Chamber of Commerce, and Kobe Chamber of Commerce.

We have the honour to acknowledge the receipt of your letter of June 29th in relation to certain disturbances of San Francisco affecting some of your countrymen dwelling there.

The disturbances mentioned in your letter are purely local. They have been greatly magnified and we should infer from your letter that the reports of these occurrences which reached Japan are out of all proportion to the actual facts. This is usual in such cases. Reports from a long distance are generally apt to magnify the event many times. Nevertheless all good citizens here deplore all such disturbances, however small. We believe that you will find, upon inquiry amongst your fellow countrymen here, that in Seattle the Japanese are treated with as much consideration as any other nationality. On the other hand it gives us pleasure to be able to say that we have always found them to be industrious, law abiding and loyal residents of the Republic, and in Seattle we have uniformly treated them accordingly. We beg to enclose herewith a resolution of this Chamber of Commerce, which was adopted before your letter was written, and which clearly shows our attitude toward your countrymen.

In the future, as in the past, Seattle will always be found standing for justice and fair play for the Japanese, as well as for all other nationalities within her borders. For more than ten years Seattle has been the American home port of the Nippon Yusen Kaisha, the great Japanese Steamship Company. This Company has been a pioneer in opening up a profitable and friendly trade between the two countries. Commerce in our days is the most powerful and persuasive ambassador of peace and good will among nations. It brings the people of the world closer together, removes prejudice and promotes national friendships. Not the least important mission of Chambers of Commerce, the spokesmen so to speak, of the commerce of their respective countries, is to co-operate with one another in smoothing away and composing the differences that inevitably arise from time to time between the people of different countries as between communities in the same country. In this spirit, and with this end in view, the Seattle Chamber of Commerce extends to the Chamber of Commerce of the City of Tokyo, Osaka, Kyoto, Yokohama and Kobe, its most friendly regards, and trusts that the good relations which have existed so long between our cities as between our two countries, and with such manifest advantage to both, may continue unbroken into the far future.

EUROPEANS AND INDIANS.

NEEDLESSLY IRRITATING LANGUAGE.

The "Civil and Military Gazette" publishes a remarkable letter to the Editor from the Bishop of Lahore on the subject of the attitude of Europeans towards educated Indians. The Bishop begins with a protest against the use in the Anglo-Indian Press of offensive epithets and goes on to say—"The fact is certain that we have ourselves produced these men and must in justice accept the full responsibility for them. Further, we have to live in days to come in an India in which both in number and influence they will inevitably increase. Surely, then, it is a want of common sense and practical wisdom, to put it on no higher ground than this, not to abstain from needless irritating language, most of all in the daily newspapers, which are so widely read nowadays by Indians and English alike, and I would urge also, in private and in public, to add the difficulty—in any case so very great of the two races settling down harmoniously and with mutual respect to their work in this land. We all deplore the Gulf which separates us. At the present time we recognise that the existence of this Gulf increases immeasurably the difficulty of administration in India. Can it conceivably be diminished by language such as that which I am now referring to? If not, ought there not to be enough self-restraint and common sense in Englishmen to make them abstain from indulgence in it? I do not for an instant question the existence at the present time in India of a considerable amount of undisguised dislike and animosity, and I for one believe that a Government which does not deal firmly and promptly with everything of this kind, betrays its great public trust and goes far to alienate its right to rule; but what possible good can come of lumping the whole educated class together and treating them all as open to this reproach?"—"M. Mail."

JAPANESE IN AMERICA.

A Japanese returned from the United States says, "The trouble between Japanese and Americans is not caused by labour competition. Between America and Japan there exists what is politely called 'A Reciprocal Treaty.' Where the reciprocity comes in it is hard to see. Americans may settle here in any numbers, but our Government has been given to understand that Japanese labourers are not wanted in America, and for the past years our Foreign Office has been issuing permits to students, traders and business investigators, carefully excluding ordinary labourers. According to American statistics, Japanese emigrants last year amounted to 17,000. They were classified as students, traders and officials—a queer classification, forsooth, which includes General Kuroki among emigrants. While labourers from Europe are swarming into the country, Japanese labourers are persistently kept out. From Italy alone 270,000 entered the States last year. Under these circumstances it is ridiculous to talk about labour competition between Japanese and Americans. It does not exist. Some of our newspapers were altogether at sea about the cause of the San Francisco disturbances. Japanese labour there was never excluded by the Workmen's Union. One of the rules of this body is that if a single Japanese labourer is employed in San Francisco, the members of the Union are to go on strike. So formidable is the opposition to Japanese labour that the workmen from this country who succeed in entering the port at once go off to the interior and find employment in orchards or on farms. If they don't do this, they run the risk of being stoned. There are in San Francisco from six to eight thousand Japanese. These consist of school boys, waiters, cooks and the like, and there are next to no coolies among them or workmen of any kind.

HENRY SIMPSON & CO.'S

"WHITE SEAL"

SPECIAL LIQUEUR

VERY FINE OLD

SCOTCH WHISKY

Of Unrivalled Quality, Purity and Age as used in the House of Lords and the Royal Household.

PER CASE, 12 BOTTLES... \$15.00

10% Discount Allowed Until Further Notice

SOLE AGENTS—

H. PRICE & CO. LTD.

WINE & SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

CHINESE COOLIES IN JAPAN.

SOME PRESS OPINIONS.

The Chinese coolies recently imported for the work of the construction of the Kagoshima line of railway, now in progress between Yoshimatsu and Hitoyoshi, Miyazaki Prefecture, have been dismissed in compliance with the instructions issued by the local authorities, who have discovered that the engagement of the coolies is in violation of the Imperial Ordinance No. 352 of 1899. The unfortunate Chinese are now involved in great difficulties and have appealed to the Chinese Consul at Nagasaki for assistance. The matter has been referred to the Chinese Minister in Tokyo, who has applied to the Foreign Office in Tokyo, asking that measures should be taken for their relief. The dispatch adds that the Foreign Office has nothing to do with the matter. It is a question between the contractor and the coolies, and the only course available for their relief may be to obtain travelling expenses from the contractors for the journey home.

It is stated that the number of the destitute Chinese coolies turned out is 139. In the opinion of a certain authority on economics, as quoted in the *Osaka Mainichi*, the importation of cheap labour will be to the advantage of Japan. It will call for further industrial development, which will create an increased demand for labour, and the Japanese labourers may be much benefited in consequence. The Chinese coolies imported for this purpose belong to the lowest class, and can be utilised for enhancing the production of Japan without interfering with the interests of skilled Japanese workers.

The *Mainichi* argues that their importation may be of some advantage in discouraging strikes or disturbances among the Japanese labourers, but it has not much to recommend it, and in any case their number must be limited. Moreover the existing Imperial Ordinance prohibiting their importation cannot be ignored. Their services are, however, welcomed at mines, and certain mine-owners are considering a proposal by which they can engage Chinese. It is pointed out that they not only work more honestly and earnestly than Japanese coolies, but their wages are much lower. They are quite satisfied with 40 sen a day, while Japanese are paid 80 sen in the mainland and ¥1 in the *Hokkaido* on an average, and they are demanding an increase.

KIAO-CHAU PROTECTORATE.

IMPROVED DOCK FACILITIES.

The "Kölnische Zeitung" learns (August 8th) by a telegram received from Kiao-chau that the Government ships-repairing yard at Tsingtau has been converted into a shipbuilding yard after several years' work in which order not to disturb the general working of the yard, has been carried out gradually. "bus, Germany now possesses in the great harbour of Tsingtau a shipbuilding yard, which is claimed to be adequate to meet all the requirements of shipping in the Far East, and which, in conjunction with the floating dock of 16,000 tons' carrying capacity, cannot fail to develop considerably the shipping trade of the port. The dock referred to was occupied in its 6th year for 216 days and by 24 vessels. Every kind of ship-repairing can now be carried out at Tsingtau, and the German cruisers and warships generally stationed in the Far East and the South Sea will henceforth be independent of the docks at Shanghai, Hongkong, Sydney, Nagasaki, and elsewhere. The facilities for loading and unloading cargoes at Tsingtau are now superior to any similar facilities in the harbours of the Far East.

THE STRAITS CHINESE.

The *Straits Times* says of the Straits Chinese: The older generation still alive may harbour a traditional love for China, and it may be possible that in a few instances they have idealised their reverence to a modified form of Chinese dress and the inelegant, inconvenient and unhygienic pigtail—the very names sounds degrading in English—would be sorry to regard themselves as other than British. They have only to go to China to realise the difference of rule, and the superior conditions under which the Chinese live in any British Colony. The exoticism of China for the Chinese which is heard in these Colonies is growing, however, into a cult, much like some of the canting, hypocritical phrases which have become the basis of a religion with a large section of the so-called Christian peoples. We are few, and we are the true native land; but we would warn the Straits-born Chinese from cultivating a false patriotism, which, under the conditions, can result only in denationalising them entirely. The trend should be not to attempt to widen the breach between East and West, between themselves and the Europeans amongst whom they must live, but to obliterate the means by which the separating gulf may be bridged, and their loyalty to the British Crown strengthened and confirmed. Here, there are few restrictions, whatever the nationality of the resident. The Straits-born Chinese have no reason to chafe against income tax regulations or trade restrictions. They are subjected to no discriminating qualifications. Obeying the laws, they may live and trade here on terms of equality with the Europeans, and so far as we are aware, they are perfectly contented with British rule. The same Chinese Commissioner on Education as visited Java came to the Straits, but he made no stir here as he appears to have done in Java.

SINGULAR CURE OF SKIN HUMOUR

For Two Years Eczema Covered Face and Arms—Itching Unbearable When Heated—Too Unsightly to Leave House—Doctors Gave Her but Very Little Relief.

CURED IN A FORTNIGHT BY CUTICURA REMEDIES

"About two years ago I was troubled with eczema which spread all over my face and arms and was so bad that I could not leave the house. I took medical treatment from two doctors and received but very little relief. I then tried several lotions with the same result. When I was heated the itching was unbearable and I had the greatest difficulty in keeping my hands away from my face, and also from my arms. More than once I gave a friend of mine persuaded me to try the Cuticura Remedies a fair trial, which I did, and in less than a fortnight the eczema disappeared and now my complexion is as clear as it had ever been. I used two boxes Cuticura Soap, one box Cuticura Ointment, and one box Cuticura Pills. Mrs. Lizzie Williams, Maynes Court, Chesham, July 10, 1906."

SORE HANDS

Itching, Burning, Bleeding, with Shapeless Nails, Cured by Cuticura.

Soak the hands, on retiring, in a hot bath of Cuticura Soap. Dry and anoint freely with Cuticura Ointment. Bandage lightly in old cotton or wear old gloves during night, and also day if necessary. This treatment—after a few days' use—relieves, permits rest and sleep, and points to a speedy cure when all else fails. This treatment is equally effective for sore feet.

Complete External and Internal Treatment for Every Humour of the Skin

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press. Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 38, Telephone No. 12.

NEW ADVERTISEMENTS

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metrop. Hotel).

The property contains by admeasurement 109,950 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to GOLDING BARLOW, Solicitors, 10, Queen's Road Central, Hongkong, 12th September 1907. 1494

By Order of the Mortgagee.

PUBLIC AUCTION.

MESSES. HUGHES & HOUGH have received instructions to sell by Public Auction, On THURSDAY, the 26th day of September, 1907, at 3 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Lee Hoe Street,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, Situate at Victoria in the Colony of Hongkong, viz—

All that piece or parcel of ground situate at Victoria aforesaid registered in the Land Office as SECTION No. 1 OF SECTION "A" OF INLAND LOT No. 103. Together with the messuages thereon known as Nos. 267 and 269, Queen's Road Central. Term, 999 years.

For further particulars and conditions of Sale apply to Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagee, Messrs. HUGHES & HOUGH, Auctioneers, Hongkong, 12th September, 1907. 1495

For SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING."

Captain E. Fey, will be despatched for to above ports on TUESDAY, the 17th inst., at 1 p.m., instead of as previously advertised. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, 12th September, 1907. 1490

NOTICE TO CONSIGNEES.

STEAMSHIP "VINE BRANCH."

FROM SYDNEY AND MANILA. THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever. DODWELL & Co., Ltd., Agents, Hongkong, 11th September, 1907. 1493

N. TIC TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 12th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned. DAVID SASSOON & Co., Ltd., Agents, Hongkong, 10th September, 1907. 1490

NOTICE.

THE AUSTRIAN LLOYD, Trieste, has to intimate that, for sailings on or after the 15th September the Passage Rates from the Straits, China and Japan will be subject to a Surcharge of 10 per cent.

AUSTRIAN LLOYD'S S. N. CO., SANDELL, WILDER & CO., Agents, Hongkong, 11th September, 1907. 1499

NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors. J. W. OSBORNE, Hongkong, 15th July, 1907. 1481

HONGKONG CLUB.

NOTICE.

THE TWELFTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES OF THE HONGKONG CLUB, payable on MONDAY, the 30th September 1907, will be held at the Hongkong Club House, at 11 o'clock a.m. on THURSDAY, the 19th September, 1907.

Bearers of Debentures are invited to attend the Drawing. By Order, C. H. GRACE, Secretary, Hongkong, 10th September, 1907. 1484

NEW ADVERTISEMENT

EXCURSION TO MACAO.

THE First and Splendid Steamer of The COMPAGNIE FRANÇAISE DES INDÉS ET DE L'EXTREME-ORIENT "PAUL BRAU" will leave Hongkong on SUNDAY, 15th instant (weather permitting) at 9 a.m., and return from Macao at 5.30 p.m. the same day.

The steamer will be berthed at the Company's Wharf, both here and at Macao. Passages can be booked at the Office of the Undersigned until 5 p.m. on SATURDAY, the 14th, or on Board on day of sailing. For Further Particulars, please apply to—BARRETTO & CO., Agents, Hongkong, 12th September, 1907. 1492

PUBLIC COMPANIES.

HONGKONG COTTON SPINNING, WEAVING & DYEING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of Shareholders of the above Company will be held at the Office of the General Managers on SATURDAY, 14th September, at 12.30 p.m., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 14th September, both days inclusive. JARDINE, MATHESON & CO., LD., General Managers, Hongkong, 2nd September, 1907. 1493

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, on SATURDAY, the 28th September, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts to 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th September, both days inclusive. DOUGLAS, LARRAIK & CO., General Managers, Hongkong, 9th September, 1907. 1473

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate No. 9, marked Woxa, bearing date the 27th March 1899, for Five Shares numbered 3446/3450 and registered in the name of HO POON-SHUK of Hongkong has been LOST and if the expiration of Two Months from the date hereof the above document be not forthcoming, a New Scrip Certificate will be issued to the said Mr. Ho Poon-Suk and thereafter no other scrip will be acknowledged by this Company.

Dated the 12th day of August 1907. THE TUNG ON FIRE INSURANCE COMPANY, LIMITED, Tong Tze Sau, Secretary. 1340

INTIMATIONS

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that FIELD FIRING will be carried out FRIDAY, the 13th inst., inclusive, commencing at 7.30 a.m. and finishing at Noon, from the South-West slope of Victoria Peak below Mountain Lodge in a westerly direction towards the East slope of High West.

F. H. MAY, Colonial Secretary, Hongkong, 2nd September, 1907. 1471

A GRAND PROMENADE CONCERT

WILL BE HELD ON THE VOLUNTEER PARADE GROUND On SATURDAY, the 14th instant at 9.15 p.m.

Tickets \$2, \$1 can be obtained from Messrs. KELLY & WALSH and from Volunteer Headquarters. Hongkong, 24th September, 1907. 1448

YUET HAN RAILWAY CO., LTD.

TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of—

MURRAY RED GUM, RED MAHOGANY, WHITE DO, GREY BOX, TALLOW WOOD, BLACK BUTT, WHITE STRINGY BARK, RED DO, DO, TURPENTINE, BLUE GUM.

all in equal proportional quantities. Size of Sleepers: 8 ft. long by 9 in. wide by 5 in. thick.

Price in Hongkong currency C.I.F. Wong She Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, MONDAY, the 14th October, 1907 at 2 p.m.

All Sleepers must be accompanied by a Government Certificate.

The right to accept or reject any or all of the Tenders is reserved.

THE KWONGTONG MERCANTILE ADMINISTRATION OF THE YUET HAN RAILWAY CO., LD. Canton, 28th August, 1907. 1418

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS.

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THE HONGKONG DAILY PRESS Office.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions from H.M.'s NAVAL STORE OFFICER, to sell by Public Auction, TO-DAY (THURSDAY), the 12th September, 1907, at 11 a.m., at the Naval Yard, THE FOLLOWING—

Single Screw Steam Tug "SOLENT," Length over all 109 feet. Breadth 17 1/2 feet.

Load Displacement 150 tons. Built by Cox & Co., Falmouth, 1835. Propelling Machinery—one set of surface condensing compound engines.

Fitted with steam capstan and winch, crane derrick and steam training engines. 3 bladed gun-metal propeller, &c., &c.

This vessel to be sold as she now lies in the Naval Yard Camber.

The Admiralty will not be responsible for any errors in the foregoing description.

The vessel will be open to inspection for seven days before date of sale between 9 a.m. and noon (Saturday and Sunday excepted). Inspecting orders can be obtained from the Auctioneers.

Terms:—Cash before delivery; 25 per cent. of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale. HUGHES & HOUGH, Government Auctioneers, Hongkong, 24th August, 1907. 1387

PUBLIC WORKS DEPARTMENT.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 16th day of September, 1907, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Shaukiwan, in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years: 1479

By Order of the Mortgagee. PUBLIC AUCTION. MR. GEO. P. LAMBERT has instructions to sell by Public Auction, On THURSDAY, the 19th day of September, 1907, at 3 p.m., at his Sales Rooms, No. 3, Duddell Street, THE FOLLOWING VALUABLE LEASEHOLD PROPERTIES Situate at Victoria and Kowloon in the Colony of Hongkong, viz—

1st. All that piece or parcel of ground known and registered in the Land Office as SECTION "D" OF MARINE LOT No. 34. Together with the messuages and erections thereon known as No. 84, BONHAI STRAND. Area, 1400 square feet. Term, 999 years, created by a Crown Lease dated the 7th day of April 1845. Crown Rent, \$25.00.

Secondly. All that piece or parcel of ground known and registered in the Land Office as SECTION "A" OF KOWLOON INLAND LOT No. 713. Together with the messuages and erections thereon known as No. 119, STATION STREET NO. 2. Area, 1118 square feet. Term, 75 years, created by a Crown Lease dated the 21st day of May 1897. Crown Rent, \$2.50.

Thirdly. All that piece or parcel of ground known and registered in the Land Office as SECTION "B" OF PRAYA RECLAMATION TO THE REMAINING PORTION OF MARINE LOT NO. 37A. Together with the messuages and erections thereon known as Numbers 5, Des Voeux Road West and 54, Connaught Road West. Area, 1005 square feet. Crown Rent, \$18.00.

For further particulars and conditions of sale, apply to Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagee, or to Mr. GEO. P. LAMBERT, Auctioneer, Hongkong, 7th September, 1907. 1474

CHILDREN OF FAR CATHAY. A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST. BY CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, and Author of "The Mystic Flower Land," etc.).

THE VOLUME which consists of 431 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowloon, is sold to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNET.

Its description of Chinese Social Custom and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

Price \$3.50

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TO LET.

"STONHEVED" 35, Robinson Road, No. 52, CAINE ROAD, Nos. 27, 29, 31 and 33, SEYMOUR ROAD.

Apply to—SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 22nd July, 1907. 1103

TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL. Apply to—Messrs. JARDINE, MATHESON & Co., Ltd., Hongkong, 1st July, 1907. 1151

TO LET.

"BERIL" No. 1, GARDEN ROAD, Kowloon. Containing 8 Rooms and Garden. Possession 1st June, 1907. Apply to—H. M. H. NEMAZEE, Hongkong, 29th May, 1907. 922

TO LET.

3 STORIED GODOWN No. 127, Wanchai Road. Apply to—REUTER, BROCKELMANN & CO., Prince's Building, Hongkong, 27th June, 1907. 1126

TO BE LET.

ONE FOUR-ROOMED Corner House on Robinson Road, Furnished or Unfurnished. Also, ONE LARGE ROOM in Des Voeux Road, as Office or Bedroom. Central position. Light and Airy. Apply to—Care of "Daily Press" Office, Hongkong, 2nd September, 1907. 1435

TO LET.

"HATHERLEIGH", CONDUIT ROAD, No. 1, RIPON TERRACE, BONHAM ROAD. OFFICES in KING'S BUILDING and YORK BUILDING. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. FLATS in MORRISON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 2nd September, 1907. 1160

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon. Cheap rent. Apply to—SPANISH DOMINICAN, PROCUSSION, Hongkong, 1st August, 1907. 1114

TO LET.

IMMEDIATE POSSESSION. NO. 2, HOLLYWOOD ROAD. Apply to—ARRATON V. APCAR & Co., 45, Wyndham Street, Hongkong, 2nd March, 1907. 491

TO LET.

NO. 2, MACDONNELL ROAD. Apply to—COMPTON'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. 97

TO LET.

ONE FOUR ROOMED HOUSE at Praya East, near East Point. Apply to—JARDINE MATHESON & CO., LTD., Hongkong, 24th June, 1907. 1104

TO BE LET OR SOLD.

WITH POSSESSION FROM 1st JUNE—IN WANCHAI ROAD, GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Set table for storage of any kind of merchandise. Apply to—"K," Care of "Daily Press" Office, Hongkong, 3rd May, 1907. 870

TO LET.

NOS. 3, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights. No. 46, ELGIN STREET, 6 Rooms with front and back Verandahs. "CHERUB VILLE," A fine Bungalow. Near Observatory Villas. Cheap Rental. Apply to—ARRATON V. APCAR & Co., 45, Wyndham Street, Hongkong, 20th June, 1907. 880

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 23 Rooms. BEACONFIELD ARCADE, Fine Offices and Dwelling Rooms. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbrook MacGregor). OFFICES in Queen's Road Central. BELLIS TERRACE HOUSES, ROBINSON ROAD. "THE EYRIE" Peak (Furnished) for 3 Months from 1st September, 1907. Cheap Rental. No. 6, DES VOUEX VILLAS (PRAY). No. 2, BEACONFIELD ARCADE. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 8th August, 1907. 1102

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL. No. 38, CAINE ROAD. ADDITION ROOMS No. 2, Zeland Street. Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon. Apply to—LEIGH & ORANGE, 1, Des Voeux Road, Hongkong, 28th August, 1907. 94

TO LET.

IMMEDIATE POSSESSION. GODOWNS Nos. 95, 96, 97 and 100, Praya East. Apply to—CHATER & MODY, Victoria Buildings, Hongkong, 20th June, 1907. 1089

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon. Apply to—E. D. SASSOON & Co., Comptroller's Department, Hongkong, 22nd August, 1907. 1332

TO LET.

A HOUSE in KNITSFORD TERRACE, KOWLOON. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 2nd September, 1907. 1192

TO LET.

OFFICES in ALEXANDRA BUILDINGS. Apply to—SECRETARY, A. S. Watson & Co., Limited, Hongkong, 23rd April, 1907. 1300

TO LET.

A suit of 3 LARGE and ONE SMALL ROOMS with Bath Room attached, and Verandah all round, on the First Floor in College Chambers, No. 31, Wyndham Street, facing "Glenalee." Can have the use of a Kitchen, can be rented singly or the whole. GROUND FLOOR of No. 4, Des Voeux Road including a Strong Room and servants' quarter. ROOMS on Second Floor of VICTORIA BUILDING, No. 5, Queen's Road Central, suitable for Offices. Apply to—DAVID SASSOON & Co., Ltd., Hongkong, 24th May, 1907. 821

TO LET.

AT KOWLOON, HALF-SHARE OF A EUROPEAN HOUSE. Rental \$35 per month. Apply to—Care of "Daily Press" Office, Hongkong, 11th September, 1907. 1437

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, formerly in the occupation of the Admiralty. Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 2nd September, 1907. 809

TO LET.

SHOPS and FLATS in Des Voeux Road, Central. No. 6, CAMERON TERRACE, Kowloon. No. 14, SALISBURY AVENUE, Kowloon. No. 1, EAST AVENUE, Kowloon. Apply to—HUMPHREYS ESTATE & FINANCE CO., LD., Hongkong, 15th July, 1907. 1155

BOARD AND RESIDENCE.

PRIVATE BOARD AND RESIDENCE MRS. GILLANDERS "CLAREMONT," 2 & 4, KENNEDY ROAD. Hongkong, 9th February, 1907. 604

FIRST-CLASS BOARD & RESIDENCE.

"BRAESIDE." A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate. Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road (late of "Tang Yuen"). Hongkong, 27th June, 1906. 143

HONGKONG BUSINESS DIRECTORY.

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SINGON & CO., Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Sole Importers, General Storekeepers and Commission Agents, 35 & 37, Hing Loong Street, (1st Street West of Central Market.) Telephone No. 515.

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INSURANCES.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO., Agents, Hon kong, 21st April, 1897. 114

NORTH BRITISH AND MORGAN-THE INSURANCE COMPANY. TOTAL FUNDS at 31st December, 1905 £17,871,119.

AUTHORIZED CAPITAL, £3,000,000. SUBSCRIBED CAPITAL, £2,750,000. PAID-UP CAPITAL, £87,500 0 0. FIRE FUNDS, £3,388,720 19 8.

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agents, Hongkong, 27th April, 1907. 1491

THE GLOBUS INSURANCE COMPANY OF HAMBURG. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co., Hongkong, 18th August 1906. 29

FOR SALE.

[illegible]

SHIPPING.

ARRIVALS.

CARL DIERCKHOF, German str., 774, T. Kayer, 11th Sept.—Haiphong 7th and Hoihow 10th Sept. General—Jensen & Co.
 CEYLON, British str., 2,637, G. W. Babot, 11th Sept.—Yokohama 27th Aug. General—P. & O. S. N. Co.
 CHILLAR, Norwegian str., 1,102, Augensen, 11th Sept.—Bangkok 3rd via Swatow 10th Sept. General—Nippon Yusen Kaisha.
 CHUNSHANG, British str., 1,417, D. A. King, 11th Sept.—Mojil 5th Sept. Coal—Jardine, Matheson & Co.
 DAIGU MARU, Japanese str., 1,600, I. Sakurai, 11th Sept.—Fuzhou 9th Sept. General—Onaka Shosen Kaisha.
 HAITAN, British str., 1,183, J. S. Roach, 11th Sept.—Coast Ports 10th Sept. General—Douglas, Lapraik & Co.
 HANON, French str., 73, P. Merles, 10th Sept.—Haiphong 7th and Hoihow 9th Sept. General—A. R. Marly.
 KWANTAO, Chinese str., 11th Sept.—Canton.
 KWEIYANG, British str., 1,042, Dawson, 11th Sept.—Nanchow, Canton and Shanghai 7th Sept. General—Butterfield & Swire.
 KWONGSANG, British str., 1,425, W. Palmer, 11th Sept.—Haiphong, Shanghai 7th via Swatow 10th Sept. General—Jardine, Matheson & Co.
 PRINZ SIGISMUND, German str., 3,302, D. Lenz, 11th Sept.—Kobe 4th Sept. General—Melchers & Co.
 SEATA, German str., 992, Desler, 10th Sept.—Java 24th Aug. Sugar—Stemson & Co.
 SINGAPORE, British str., 1,027, T. Jamieson, 11th Sept.—Haiphong and Hoihow 10th Sept. General—Butterfield & Swire.
 VINE BRANCH, British str., 1,177, H. J. Ritson, 11th Sept.—Manila 5th Sept. Steepers—Dodwell & Co.

CLEARANCES

At the Harbour Master's Office.
 11th September.
 Amoy, German str., for Quinhao.
 Ceylon, British str., for Singapore.
 Hilary, German str., for Saigon.
 Kweiyang, British str., for Canton.
 Prinz Sigismund, German str., for Manila.
 Saitan, British str., for Saigon.
 Taitan, German str., for Hoihow.

DEPARTURES.

ALDENHAM, British str., for Mojil.
 ASCOT, British str., for Durban.
 CALCHAS, British str., for Singapore.
 HAICHING, British str., for Swatow.
 HELENE, German str., for Swatow.
 HUE, French str., for K. C. Wan.
 ISCHIA, Italian str., for Singapore.
 KURIANG, British str., for Canton.
 KWEIYANG, German str., for K. C. Wan.
 KWAHNG, Chinese str., for Canton.
 P. E. FRIEDRICH, Ger. str., for Europe and Takosian Mass. Japanese str., for Kobe.
 TARTAN, British str., for Swatow.
 TYDEUS, British str., for Swatow.
 VORWARTS, German str., for Hoihow.
 YATSHING, British str., for Swatow.

SHIPPING REPORTS.

The British str. Kweiyang reports: Fresh following wind, right down the coast.

VESSELS IN DOCK.

September 11th.
 ABERDEEN DOCK.—H.M.S. Flora, Dragon, Pouchitan, Signal, Solat, Jeannette, COSMOPOLITAN DOCK.—Nicomedia.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 13th inst. at 1 P.M.

For Freight or Passage apply to

DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 10th September, 1907. 1486



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"PERSEA,"

Capt. Craglietto, will leave for the above places on MONDAY, the 16th inst. P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 10th September, 1907. 3

COMPAGNIE DES MESSAGERIES MARITIMES.

For SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"NERA,"

Captain C. Schmitt, will be despatched for the above Ports on or about MONDAY, the 16th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agents.

Hongkong, 9th September, 1907. 2

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobe and Yokohama).

With option to call at Mexican and other Coast Ports.

Steamers Tons About

"KASATO MARU" 6,100 Mid. of Oct.

"KATHARINE PARK" 5,000 End of Nov.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager.

York Building.

Hongkong, 3rd September, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "Y.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	To-day, at Noon.
MARSEILLES, &c. VIA PORTS OF CALL.	MAITA	Brit. str.	—	T. A. Peters	P. & O. S. N. Co.	On 21st inst. at Noon.
MARSEILLES, HAVRE & COPENHAGEN	TOURANE	Frans. str.	—	Lancelotti	MESSAGERIES MARITIMES	On 17th inst. at 1 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	TRANQUEBAR	Dan. str.	—	—	MELCHERS & Co.	On 17th inst.
NAPLES, GENOA, GIBRALTAR SOUTHAMPTON &c.	LATONIA	Ger. str.	k.w.	Winnenberg	HAMBURG-AMERIKA LINE	On 22nd inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	RELATIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 19th October.
TRIESTE, &c. VIA SINGAPORE, &c.	PRINZ HEINICH	Ger. str.	k.w.	P. Grosch	MELCHERS & Co.	On 23rd inst. at Noon.
BOENSTADTEN	RHODANIA	Ger. str.	k.w.	v. Hof	HAMBURG-AMERIKA LINE	On 2nd October.
ODessa	VORWARTS	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINE	On 30th October.
BOSTON & NEW YORK	KOSTROMA	Rus. str.	—	B. Bednars	SANDER, WIELER & Co.	About 20th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	GUAYE	Brit. str.	—	—	MELCHERS & Co.	Middle of October.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EXPRESS OF CHINA	Brit. str.	1 m.	—	DODWELL & Co., Ltd.	On 14th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	EXPRESS OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 26th inst. at 4 P.M.
CALLAO AND IQUIQUE, VIA JAPAN PORTS	TRENTON	Am. str.	—	T. W. Garlick	DODWELL & Co., Ltd.	To-day.
SALINA CRUZ, MEXICO VIA MOJIL, JAPAN	KASATO MARU	Jap. str.	—	W. E. T. S. Filmer	CHINA COMMERCIAL S.S. Co.	On 24th Oct. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	MARIE	Ger. str.	—	G. C. Christiansen	MELCHERS & Co.	Middle of October.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 25th inst. at 5 P.M.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN &c.	CHANGSHA	Brit. str.	1 m.	G. W. Eids	BUTTERFIELD & SWIRE	On 27th inst. at 4 P.M.
YOKOHAMA AND KOBE	VINE BRANCH	Brit. str.	—	St. John George	GIBB, LIVINGSTON & Co.	On 28th inst. at Noon.
YOKOHAMA AND KOBE	INDIAN	Brit. str.	—	—	DODWELL & Co., Ltd.	On 14th inst.
YOKOHAMA AND KOBE	CHINGTU	Brit. str.	1 m.	W. B. Brown	MELCHERS & Co.	On 24th inst.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	BUTTERFIELD & SWIRE	On 10th Oct. at 4 P.M.
YOKOHAMA AND KOBE	YUKI	Dut. str.	—	H. Koops	MELCHERS & Co.	About 18th October.
YOKOHAMA AND KOBE	KOWLOON	Ger. str.	k.w.	—	JAVA-CHINA JAPAN LINE	Quick despatch.
YOKOHAMA AND KOBE	KWEIYANG	Brit. str.	1 m.	Dowson	HAMBURG-AMERIKA LINE	To-day.
YOKOHAMA AND KOBE	WUWEIOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 17th inst. at 4 P.M.
YOKOHAMA AND KOBE	BOENFO	Brit. str.	—	G. W. Gordon	BUTTERFIELD & SWIRE	On 21st inst. at 4 P.M.
YOKOHAMA AND KOBE	BELOWANIA	Ger. str.	k.w.	Hildebrandt	P. & O. S. N. Co.	About 13th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co., Ltd.	To-morrow.
YOKOHAMA AND KOBE	NERA	Frans. str.	—	Craglietto	SANDER, WIELER & Co.	On 14th inst. at 4 P.M.
YOKOHAMA AND KOBE	HISANG	Brit. str.	—	C. Schmitt	MESSAGERIES MARITIMES	On 16th inst. P.M.
YOKOHAMA AND KOBE	KUTANG	Brit. str.	—	W. J. Davies	JARDINE, MATHESON & Co., Ltd.	On 17th inst. at Noon.
YOKOHAMA AND KOBE	OCEANA	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at 4 P.M.
YOKOHAMA AND KOBE	KLEIST	Ger. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	About 20th inst.
YOKOHAMA AND KOBE	SUEVIA	Ger. str.	k.w.	Rad. Meyer	MELCHERS & Co.	About 24th inst.
YOKOHAMA AND KOBE	CANTON	Swed. str.	—	Selmer	HAMBURG-AMERIKA LINE	On 28th inst.
YOKOHAMA AND KOBE	DAIJIN MARU	Jap. str.	—	I. Sakurai	MELCHERS & Co.	Middle of October.
YOKOHAMA AND KOBE	PRINZ MARU	Jap. str.	—	T. Ito	OKAKA SHOSHEN KAISHA	On 10th inst. at 10 A.M.
YOKOHAMA AND KOBE	HAIRAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIK & Co.	On 18th inst. at D'light
YOKOHAMA AND KOBE	KIEHANG	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	To-morrow, at 1 P.M.
YOKOHAMA AND KOBE	SHAOHSING	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 14th inst. at 4 P.M.
YOKOHAMA AND KOBE	YOHOW	Brit. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	On 17th inst. at 4 P.M.
YOKOHAMA AND KOBE	SINGAN	Brit. str.	1 m.	Jamieson	BUTTERFIELD & SWIRE	On 21st inst. at 4 P.M.
YOKOHAMA AND KOBE	LOONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight
YOKOHAMA AND KOBE	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 14th inst.
YOKOHAMA AND KOBE	TEAN	Brit. str.	1 m.	A. Somerville	BUTTERFIELD & SWIRE	On 17th inst. at 4 P.M.
YOKOHAMA AND KOBE	ZAPIRO	Brit. str.	—	A. Fraser	BUTTERFIELD & SWIRE	On 21st inst.
YOKOHAMA AND KOBE	SUNGKIANG	Brit. str.	1 m.	F. Sembill	MELCHERS & Co.	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	BOENRO	Ger. str.	k.w.	Malin	JARDINE, MATHESON & Co., Ltd.	Beginning of October.
YOKOHAMA AND KOBE	KASANG	Brit. str.	—	N. Kobayashi	OKAKA SHOSHEN KAISHA	On 14th inst. at 3 P.M.
YOKOHAMA AND KOBE	YUKING MARU	Jap. str.	—	E. Fey	DAVID SASSON & Co., Ltd.	On 16th inst. at Noon.
YOKOHAMA AND KOBE	LIGHTNING	Brit. str.	—	Paender	JAVA-CHINA JAPAN LINE	On 17th inst. at 1 P.M.
YOKOHAMA AND KOBE	TIPIANAS	Dut. str.	—	—	—	Quick despatch.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR MANILA
 "LOONGSANG" Friday, 13th Sept., 4 P.M.
 "FAUSANG" Saturday, 14th Sept., 3 P.M.
 "KWONGSANG" Saturday, 14th Sept., 4 P.M.
 "HINSANG" Tuesday, 17th Sept., Noon.
 "KUTSANG" Thursday, 19th Sept., 4 P.M.
 REDUCED FARES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
 Penang " " 85. " 130.
 Calcutta " " 125. " 250.
 * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
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HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms. Electric Light, Perfect Cuisine, SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 14th September.
ZAPIRO	2540	A. Fraser	Manila	On 21st September.

For Freight or Passage apply to
 SHEWAN, TOMES & CO., GENERAL MANAGERS.
 Hongkong, 9th September, 1907. 15

HONGKONG-NEW YORK.
 AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 For freight and further information apply to
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 Hongkong, 3rd September, 1907. 16

EAST ASIATIC CO., LTD.
 COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.
 ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.
 PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE &c.	"TRANQUEBAR" ...	On 17th September.
COPENHAGEN	"INDIEN" ...	On 24th September.
YOKOHAMA AND KOBE	"CANTON" ...	Middle of October.
SHANGHAI, YOKOHAMA AND KOBE	MELCHERS & Co.	

For Further Particulars, apply to
 Hongkong, 10th September, 1907. 9

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

By the new steamers, "REHENANIA," "HABSBURG" and "HOHENSTAUFEIN." These have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILEBIA" carry first-class passengers had to New York via Naples and Hamburg.

OUTWARD. FOR SHANGHAI, KOBE, YOKOHAMA. HOHENSTAUFEIN ... 1st October. SILEBIA ... 2nd November.

HOMEWARD. FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG. REHENANIA ... 2nd October. HOHENSTAUFEIN ... 30th October.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD: BELGRAVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 13th Sept. SUEVIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Sept. HOHENSTAUFEIN ... FOR SHANGHAI, KOBE & YOKOHAMA ... 1st Oct. SITHONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 15th Oct. SEGONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 27th Oct.

NEXT SAILINGS HOMEWARD: VIA STRAITS, COLOMBO AND ADEN. Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GABROVO, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTI PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

SLAVONIA ... HAVRE, BREMEN & HAMBURG ... 22nd Sept. REHENANIA ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 2nd Oct. BELGRAVIA ... HAVRE & HAMBURG ... 14th Oct. HOHENSTAUFEIN ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 30th Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Doctor and stewardesses carried. Laundry on board.

COAST SERVICE. KOWLOON ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOK ... 12th September. Freight and Passengers. 12

NORTHERN PACIFIC LINE.
 BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
 PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
 VIA
MOJIL, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
TRENTON	9,400	T. W. Garlick	On 12th September.
SUVERIC	6,235	W. Shotton	On 1st October.
NUMERIC	6,432	D. Baird	On 15th October.
SHAWMUT	9,600	E. V. Roberts	On 6th November.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TRENTON" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS. 7

Hongkong, 3rd September, 1907.

VESSELS ON THE BERTH

FOR VLADIVOSTOK.

THE Steamship

"VINE BRANCH"

will be despatched as above on 14th September.

For Freight and further particulars, apply to

DODWELL & CO., LTD. Agents.

Hongkong, 7th August, 1907. 1303

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

FOR BOSTON AND NEW YORK.

S.S. "GHAAZE" ... 14th Sept.

S.S. "STICK" ... 5th Oct.

† 1st Class Passenger accommodation.

For Freight and further information, apply to

DODWELL & CO., LTD. Agents.

Hongkong, 22nd August, 1907. 1226-1254

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERREANNEAN AND BLACK SEA PORTS.

THE Steamship

"TOURANE"

Captain Lancelotti, will be despatched for MARSEILLES, on TUESDAY, the 17th September, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. "Armand Béhic," bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

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